



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

CITY DEVELOPMENT COMMITTEE

I hereby give notice that a Meeting of the City Development Committee will be held on:-

DATE: **Thursday, 9 February 2006** **TIME:** **9.30 am**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.

3 February 2006

Owena Schuster
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8864

MEMBERSHIP:

Councillors	PA	Hulse (Chairperson)
	LA	Cooper (Deputy Chairperson)
	DQ	Battersby, JP
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	DE	Gilmour
	JP	Lawley
	VS	Neeson, JP
	CA	Stone
Mrs	M	Te Huia

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

★★★★★★★★★★

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON THURSDAY, 9 FEBRUARY 2006 COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Committee by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 8 December 2005

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 8 December 2005, as circulated, be taken as read and now be confirmed.



4 PRESENTATIONS

A BUSH AND BEACH 2004 LIMITED

Helen Bissett from Bush and Beach 2004 Limited will address the City Development Committee on Bush and Beach 2004 Limited's activities and their promotion of Waitakere City around the world.



B NEW LYNN TRANSIT ORIENTED DEVELOPMENT

The Director of Quality Assurance and the Principal Advisor, Urban Policy will provide the City Development Committee with an update on the plans for integrated transport in New Lynn.



5 STATE HIGHWAY 20 AVONDALE EXTENSION

PURPOSE OF THE REPORT

The purpose of this report is to request the City Development Committee to consider a preferred option for the State Highway 20 Avondale extension to the North Western motorway.

BACKGROUND

In 2002, Transit NZ identified a range of options for the State Highway 20 Avondale extension from Maioro Street (the end point of the Mt Roskill extension) to the North Western motorway. A report on this matter was presented to the City Development Committee at its meeting of 13 May 2002, and the Committee resolved as follows:

“That the Committee indicates that options using the Rosebank Peninsula are preferred over the Waterview options.”

879/2002

A1

In 2003, Transit NZ identified the Waterview (AW1) and the Rosebank (AR1) options as the two short listed options as set out on the attached Transit NZ publication (attached at page A1). These were reported to the Finance and Operational Performance Committee meeting on 9 June 2003. The Committee resolved:

“2. That Transit New Zealand be advised in terms of this report and that:

(a) *the Waitakere City Council strongly prefers the Rosebank option to the Waterview option for the extension of State Highway 20 to State Highway 16.”*

1145/2003

Transit NZ undertook a public consultation in late 2003 regarding these two options.

In 2005 Waitakere City Council, Auckland City Council and Transit NZ agreed under Memoranda of Understanding to work together collaboratively and cooperatively, particularly in developing the options with Transit NZ.

A Southwest Sector Study Group was established in early 2005 to consider the future role of the SH20 corridor. The conclusion of that study was that the SH20 corridor should be used for a State Highway (including bus shoulder lanes), a rail line alongside, and a cycleway alongside.

Transit NZ has worked closely with Auckland City Council and Waitakere City Council since June 2005 to refine the design of the two short listed options, explain Transit NZ's reasons for its preference for the Waterview option, provide further information, develop mitigation measures and attempt to reach agreement on a preferred option.

On 7 July 2005 Auckland City Council officers gave a presentation at the City Development Committee on the impacts of the options on Auckland City.

A Councillors' workshop was held on 23 November 2005 to consider the plans in detail and the key factors upon which the Council is required to base its decision.

On 24 November 2005 Transit NZ gave a presentation to Auckland City and Waitakere City Councillors regarding the options and the reasons for Transit NZ's preference for the Waterview option.

A2 – A3

A Councillors' workshop was held on 13 December 2005 to consider local impacts of the options, receive a presentation from Auckland City and give direction on feedback to Auckland City Council. The letter dated 14 December 2005 (attached at pages A2 to A3) sets out the position reached at the Councillors' workshop. The letter was sent to Auckland City Council to assist with its decision making, and was copied to Transit NZ.

At its meeting on 15 December 2005, Auckland City Council resolved the following in relation to State Highway 20:

- A. *That the Transit NZ preferred State Highway 20 Avondale extension alignment AW1 Waterview be approved in principle, subject to the development of mitigation and enhancement measures.*
- B. *The mitigation and enhancement measures must be to the satisfaction of Auckland City Council and contribute to the strategic outcomes of the City including but not limited to:*
 - (i) *Application of urban design principles to the State Highway 20 Avondale extension to ensure an enhanced or appropriate urban form for the affected communities. This includes:*
 - a. *The bridging of the transport corridor across the Oakley creek floodplain through Hendon Park from Richardson Road to Stewart Road, to reduce the visual, social and environmental impacts.*
 - b. *The creation of a new open space at Hendon Park above the motorway from approximately 20 - 40m south of Harlston Road to New North Road.*
 - c. *A Great North Road interchange that will significantly reduce traffic on Great North Road and will maximise the availability of surrounding usable open space.*
 - d. *The creation of a passenger transport corridor that enables appropriate urban development along Great North Road between Avondale town centre and Pt Chevalier.*
 - e. *The creation of a suitable urban environment under and around the bridge crossings of Oakley creek between New North Road and Fir Street.*
 - f. *Moving the transport corridor alignment westwards (from the 2003 Transit NZ AW Waterview alignment) from the Oakley Creek valley north of Blockhouse Bay Road. This will include the potential for the use of cut and cover, tunnelling and the realignment under and to the west of Great North Road.*
 - g. *Realigning a Great North Road passenger transport corridor between Cowley Street and Pt Chevalier town centre.*
 - h. *Redesigning the Waterview interchange to reduce social and environmental impacts including the potential to underground ramp connections.*
 - (ii) *Linking communities – to retain and improve connectivity to neighbouring suburbs, amenities and key destinations. This includes:*
 - a. *The creation of new vehicle, cycle and pedestrian linkages between Hendon Ave and Bollard Ave / Methuen Road to reduce community severance and create appropriate connection between neighbourhood communities.*

- b. *Linking the pedestrian and cycle connection from State Highway 20 Mt Roskill to New North Road adjacent to the transport corridor.*
 - c. *The creation of a new arterial road linking Great North Road with a new interchange in the vicinity of Blockhouse Bay Road.*
 - d. *The creation of a pedestrian and cycle corridor from Stewart Street, across New North Road to Harbutt Ave, including appropriate crossings of the rail corridor.*
 - e. *The creation of new, cycle and pedestrian linkages between Great North Road and the Oakley creek valley across the motorway corridor to reduce community severance and create appropriate connection between neighbourhood communities.*
 - f. *The creation of a passenger transport corridor with appropriate urban development along Great North Road between Avondale town centre and Pt Chevalier.*
 - g. *Maintaining the transport corridor footprint west of the current Great North Road eastern kerbline between the Waterview interchange and Cowley Street.*
 - h. *Maintaining an appropriate urban form for pedestrian and cycle linkages at the Waterview interchange for north, south, east and west movements.*
 - i. *Maintaining an appropriate urban form for the North western cycleway along the widened State Highway 16 causeway.*
 - j. *Maintaining bus priority lanes / measures in both directions along a widened State Highway 16 causeway between Rosebank and Waterview.*
 - k. *Maintaining adequate connections to State Highway 16 for the Pt Chevalier community.*
- (iii) *Open space - replace and provide adequate open space to accommodate the future recreation and passive requirements for the State Highway 20 Avondale catchment. This includes:*
- a. *Providing enhancements to the ecological values of Oakley creek including water quality and quantity through stormwater management and the replacement of the Oakley creek culvert.*
 - b. *Reducing the visual, social and environmental impacts of the motorway corridor through the use of cut and cover techniques between New North Road and a new Great North Road interchange.*
 - c. *The creation of a new recreational and passive open space at Hendon Park above the motorway, approximately 20m south of Harlston Road to New North Road.*
 - d. *The creation of new recreational open space adjacent to Phyllis reserve and the proposed Great North Road interchange.*
 - e. *Providing accessible and enhanced open space along the banks of Oakley creek and along the Oakley creek floodplain.*
- (iv) *Social and community - provide for improved social and environmental outcomes for the communities impacted upon by the transport corridor.*
- a. *Mitigating the transport corridor impacts on community facilities and amenities.*
 - b. *Mitigating for loss of existing residential land, ensure that the State Highway 20 transport alignment and interchange locations support suitable urban densities along proposed passenger transport corridors and within the Avondale, Mt Albert and Pt Chevalier areas of change.*
 - c. *Mitigation that reduces the severance of the Waterview community.*
- C. *That Auckland City officers continue to work with Transit NZ to identify and progress appropriate mitigation measures that facilitate Auckland City strategic outcomes.*

- D. *That Council carry out thorough consultation with, and seek feedback from, the affected communities and the Western Bays, Eden/Albert, Avondale and Mt Roskill Community Boards, and further develop additional comprehensive mitigation and enhancement measures arising from that consultation and feedback and further work by Council officers.*
- E. *That Auckland City Officers continue to work with Waitakere City in accordance with our memorandum of understanding and in a spirit of partnership, towards a consensus view on mitigation and enhancements for an ultimate State Highway 20 Avondale alignment.*
- F. *That should the Council make a commitment in principle to support AW1, the council work to ensure that Transit NZ work with Auckland Regional Transport Authority to ensure full and seamless integration of all modes of transport including cycling and walking and their respective infrastructure.*
- G. *That Transit NZ accelerates with all best efforts the completion of the project to reduce the period of impact and deliver the benefits, if practical, before the Rugby World Cup. This is to be undertaken in consultation with local community boards on appropriate mitigation.*
- H. *That officers report to a meeting of the Transport and Urban Linkages Committee on how Auckland City can accelerate upgrading Mt Albert Road and other projects to ensure completion before State Highway 20.*

STRATEGIC CONTEXT

The State Highway 20 Avondale Extension is part of the Western Ring Route, which includes State Highway's 20, 16, and 18. The Western Ring Route has been identified in Transit New Zealand's Auckland State Highway Strategy as the 'highest priority' for a new motorway.

The completion of State Highway 20 Avondale extension will provide significant economic benefits to the Auckland region:

- A state highway linking Waitakere City and the Southwest;
- Bus shoulder lanes likely to increase cross town bus routes;
- A cycleway alongside State Highway 20 which will link with the cycleway along the North Western motorway;
- The ability to build a rail line in the corridor if required;
- Transfer of traffic, buses and cyclists off local roads onto the State Highway 20 corridor;
- The state highway route is an alternative to State Highway 1.

The Regional Land Transport Strategy 2005 allocation of funding to roading is insufficient to cover completion of the State Highway 20 Avondale Extension within the ten year period to 2016. However, planning, land purchase and regulatory approval are expected to proceed.

ISSUES

Options

A1 & A4

The Waterview option is the route from Maioro Street to New North Road and alongside Oakley Creek connecting at the Waterview interchange as indicated on the map (attached at page A1). A variation of the route alongside Oakley Creek, as indicated on the map (attached at page A4), was developed.

A1
A5 – A6

The Rosebank option comprises the Waterview option, with a 4 lane highway instead of a 6 lane highway alongside Oakley Creek, plus the route from New North Road along the eastern shore of the Rosebank Peninsula connecting at Rosebank Road ramps as indicated on the map (attached at page A1). Two variations of the connection at the Rosebank Road ramps were developed as set out in the maps (attached at pages A5 to A6).

The portion of the route from Maioro Street to New North Road is common to both options.

The impacts on Auckland City are significant as State Highway 20 Avondale extension lies directly within Auckland City. These impacts have been previously advised to the Committee and considered at a Councillors' workshop.

The detailed form of each option is still being developed, particularly in relation to interchanges, mitigation and enhancement measures.

Impacts of each option on Waitakere City

Waitakere City is mainly impacted by:

- Trip patterns and traffic effects;
- Effects on growth and urban form (particularly the three main town centres);
- Residents' use of the areas in Auckland City affected by State Highway 20 – Rosebank Peninsula, Avondale town centre, Great North Road, Oakley Creek, marine reserve, etc.

The key impacts of the Waterview option on Waitakere City are set out in the table below:

Impact on Waitakere City	Economic/Environmental /Social/Cultural	Positive or Negative
SH20 is more likely to proceed.	Economic	Positive
\$400m saving available for other projects	Economic, Social & Environmental	Positive
Bus shoulder lanes and a cycleway are more likely to be included in the proposed 8-laning of SH 16 causeway from Waterview to Patiki Road by Transit NZ.	Economic	Positive
A bus lane along Great North Road, between Waterview and Blockhouse Bay Road, is more likely.	Economic	Positive
Increase in traffic and travel time along the causeway (from Waterview to Patiki Road) for travel towards the CBD and SH 20.	Economic & Social	Negative
Henderson has no direct access to SH20, which affects regeneration of industrial assets in Henderson.	Economic	Negative
Slightly higher traffic through New Lynn along Great North Road to Ash Street and Clark Street to SH 20 – affects amenity of Clark Street.	Economic & Social	Negative
People and businesses in the northwest are less connected with Mangere, Penrose, etc (and are more likely to have a local focus).	Economic, Social & Environmental	Negative & Positive

The key impacts of the Rosebank option on Waitakere City are set out in the table below:

Impact on Waitakere City	Economic/Environmental/ Social/Cultural	Positive or Negative
Henderson has direct access to SH20 via a proposed Whau Crossing bridge to Rosebank Peninsula, which would stimulate regeneration of industrial assets at Henderson.	Economic	Positive
People and businesses in the northwest have easier access to Mangere, Penrose, etc.	Economic, Social & Environmental	Positive & Negative
Some diversion of traffic to SH 20 via Whau Crossing bridge before traffic enters New Lynn – affects amenity of Clark Street and New Lynn.	Economic	Positive
Direct access to SH 20 at Rosebank Road improves travel time to Mangere, Penrose etc.	Economic & Social	Positive
Increased traffic capacity with state highways along Rosebank Peninsula and beside Oakley Creek.	Economic, Social & Environmental	Negative & Positive
Additional \$400 million cost in relation to this option means funding pressure on the rest of the transport programme.	Economic, Social & Environmental	Negative
Small loss of jobs at Rosebank Peninsula caused by new Rosebank Road interchange.	Economic & Social	Negative
A bus lane along Great North Road, between Waterview and Blockhouse Bay Road, is less likely.	Economic	Negative

Transit NZ has a strong preference for the Waterview option. Auckland City Council has supported the Waterview option, subject to a series of mitigation measures.

The informal position reached at the Councillors' workshop on 13 December 2005 was that the Rosebank option provides greater local benefits to Waitakere City. Councillors recognised that there are significant impacts of each option on Auckland City and the region, which must also be taken into account. Councillors considered that if Auckland City supported the Waterview option, then steps should be taken to mitigate adverse impacts of that option on Waitakere City.

Mitigation

The following mitigation measures have been proposed in order to mitigate the negative impacts on Waitakere City of the Waterview option:

1. Transit NZ and Auckland City commit to a joint study with Waitakere City Council in 2006/2007 of a Whau Crossing bridge connection from Waitakere City to Rosebank Peninsula and how traffic would connect with SH 16 & 20.
2. Transit NZ commits to appropriate mitigation and enhancement measures as outlined by Auckland City (including undergrounding of the highway east of New North Road's Pak n Save, appropriate rail crossing configurations, provision for future rail line as proposed, bus shoulder lanes on SH 20, continuous cycleway from Waterview to Maioro Street, access to the Oakley Creek area, mitigation and enhancement of the Oakley Creek area) and as set out below:
 - a. Effective interchanges at Maioro Street and Great North Road/Blockhouse Bay Road that accommodate Waitakere City's needs.
 - b. Effective interchange at Waterview which provides a direct connection of traffic from SH16 northwest to SH20 (rather than an on/off ramp connection).

- c. Eight-laning of SH16 at the causeway from Waterview to Patiki Rd, bus shoulder lanes and cycleway – the SH16 upgrade project needs to include the upgrade of interchanges at Te Atatu and Lincoln.
 - d. Unbroken dedicated cycleway connection from the causeway on SH16 to SH20.
3. Transit NZ's further development of the Waterview option continues to have regard to the strategic goals of Waitakere City, particularly the growth of its three main town centres (New Lynn, Henderson and Westgate), the proposed Whau Crossing bridge, the proposed Whenuapai airport and the focus on economic development.
 4. Transit NZ and Auckland City formally support the amelioration of the traffic impacts on New Lynn through undergrounding the rail line at New Lynn.
 5. Transit NZ, in conjunction with Waitakere City Council, undertakes a modelling exercise that tests the traffic impacts of a Whenuapai airport which operates commercially by 2016.

Due to the funding pressure facing the Rosebank option, it is considered that mitigation measures are more likely to be introduced under the cheaper Waterview option.

An alternative approach might be to withhold support for the Waterview option and to lobby for an amended form of the Rosebank option. It is considered that such an approach may lead to a deferral of the State Highway 20 Avondale extension project beyond the ten year horizon.

RESOURCES

A budget of \$10,000 is available for State Highway Advocacy, which can be used in relation to the State Highway 20 Avondale extension project.

Transit NZ has indicated that in addition to funding from Land Transport NZ, toll funding would be support in relation to the State Highway 20 Avondale extension project.

CONCLUSION

While the Rosebank option may provide greater local benefits to Waitakere City, there is a risk that the project would not proceed within the next ten years under the Rosebank option. There are significant impacts of each option on Auckland City and the region, which must also be taken into account.

In order to support the Waterview option Waitakere City Council should seek commitments to measures which mitigate the adverse effects of Transit NZ's preferred option.

RECOMMENDATIONS

1. That the State Highway 20 Avondale Extension Report be received.
2. That Transit NZ and partnering organisations be formally advised:

While the Rosebank option may provide greater local benefits to Waitakere City, it is necessary to take into account the risk that the project would not proceed within the next ten years under the Rosebank option and the significant impacts of each option on Auckland City and the region. Waitakere City Council could support the Waterview option on the basis that the following steps are taken to mitigate adverse impacts on Waitakere City:

- i) Transit NZ and Auckland City commit to a joint study with Waitakere City Council in 2006/2007 of a Whau Crossing Bridge connection from Waitakere City to Rosebank Peninsula and how traffic would connect with State Highway 16 & 20.
- ii) Transit NZ commits to appropriate mitigation and enhancement measures as outlined by Auckland City (including undergrounding of the highway east of New North Road's Pak n Save, appropriate rail crossing configurations, provision for future rail line as proposed, bus shoulder lanes on State Highway 20, continuous cycleway from Waterview to Maoro Street, access to the Oakley Creek area, mitigation and enhancement of the Oakley Creek area) and as set out below:
 - a. Effective interchanges at Maoro Street and Great North Road/Blockhouse Bay Road that accommodate Waitakere City's needs.
 - b. Effective interchange at Waterview which provides a direct connection of traffic from State Highway northwest to State Highway (rather than an on/off ramp connection).
 - c. Eight-laning of State Highway 16 at the causeway from Waterview to Patiki Road, bus shoulder lanes and cycleway – the State Highway 16 upgrade project needs to include the upgrade of interchanges at Te Atatu and Lincoln.
 - d. Unbroken dedicated cycleway connection from the causeway on State Highway 16 to State Highway 20.
- iii. Transit NZ's further development of the Waterview option continues to have regard to the strategic goals of Waitakere City, particularly the growth of its three main town centres (New Lynn, Henderson and Westgate), the proposed Whau Crossing Bridge, the proposed Whenuapai airport and the focus on economic development.
- iv. Transit NZ and Auckland City formally support the amelioration of the traffic impacts on New Lynn through undergrounding the rail line at New Lynn.
- v. Transit NZ, in conjunction with Waitakere City Council, undertakes a modelling exercise that tests the traffic impacts of a Whenuapai airport which operates commercially by 2016.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



DRAFT WAITAKERE CITY TRANSPORT STRATEGY

PURPOSE OF THE REPORT

The purposes of this report are to:

- Obtain early input from the City Development Committee into the development of the draft Waitakere City Transport Strategy 2006 – 2016;
- Set the vision and objectives for the draft Waitakere City Transport Strategy 2006 – 2016;
- Consider strategic options and identify issues for consultation;
- Consider the implications of the draft Waitakere City Transport Strategy 2006 - 2016 on the proposed ten year transport programme to be considered for inclusion in the draft Long Term Council Community Plan.

BACKGROUND

The current strategic direction for transport in Waitakere City is set out in the transport and communication platform of Waitakere City's Long Term Council Community Plan 2003. There are a number of documents which underpin this strategic direction, including:

- The New Zealand Transport Strategy 2002;
- The Auckland Regional Land Transport Strategy 2005;
- The draft Greenprint 1994;
- The draft Waitakere City Integrated Transport Strategy 1999;
- The set of transport principles adopted in March 2002;
- The transport vision, goals and objectives contained in the Long Term Council Community Plan 2003 - 2013;
- Strategies at the implementation level, such as the Waitakere City Walking and Cycling Strategy and the Community Road Safety Programme.

In December 2005, the Auckland Regional Council adopted the Auckland Regional Land Transport Strategy 2005, which sets policies for the region and allocates a total of \$11.03 billion (currently available sources of funds over 10 years to the region) as follows:

\$6.810 billion on new roads and state highway infrastructure, maintenance/renewals, traffic management and safety (62%);

\$3.80 billion on passenger transport (34%);

\$420 million on Travel Demand Management (including travel plans, walking and cycling, etc) (4%).

A transport strategy needs to be prepared for Waitakere City to:

- Set the transport direction for Waitakere City and guide the transport programme for inclusion in the Long Term Council Community Plan 2006 - 2016, Land Transport Programme and Annual Plan documents;
- Provide a framework that will help guide future decisions by Council on the movement of people and goods around the City and integration with land use;
- Provide a reference document for communications with stakeholders and the community;
- Provide clarity on Waitakere City Council's position and plans regarding transport matters.

The following steps have been taken in preparing the draft Waitakere City Transport Strategy 2006 - 2016:

- In December 2004 a Councillors' workshop received a presentation on the current strategic direction of transport in Waitakere City;
- Project Control Group (Group Manager Asset Management, Programme Manager Transportation Development, Manager Transport Strategy, officer representatives from Auckland Regional Council, officer representatives from Auckland Regional Transport Authority) meetings were held to overview the development of the vision, objectives, strategic options framing, transport programme, and provide feedback on the draft transport strategy;
- Working officer group meetings and an interact session with staff were held for feedback on the vision, objectives and strategic options for transport;
- On Thursday, 2 June 2005, the City Development Committee resolved:

- “2. That the process for development of the transport strategy be approved.
3. That a workshop be held with Councillors to consider the proposed vision, objectives and policies and further assess the matter of land use and transport integration.
4. That Strategic Option 5 in the draft Regional Land Transport Strategy is used as the basis for the development of Waitakere City's transport strategy.”

1021/2005

- In July 2005 a Councillors' workshop discussed the vision, objectives, issues, priorities and a framework for strategic options in relation to the draft transport strategy;
- In July 2005 the feasibility study of walking and cycling programme was completed;
- On Wednesday, 21 September 2005 the Council authorised:

- “2. That the Chief Executive Officer be authorised to submit the Ten Year Land Transport Programme to the Auckland Regional Transport Authority.”

1797/2006

- Late 2005 community outcomes were developed in relation to Waitakere City;
- Late 2005 the Council received a draft activity plan for transport;
- Late 2005 public consultation was carried out on levels of service including transport;
- Road corridor studies are substantially completed, subject to overlay of bus priority measures;
- Development of a budgeted transport programme 2006 - 2016, to be considered at the meeting of the Long Term Council Community Plan and Annual Plan Special Committee at the end of February.

STRATEGIC CONTEXT

The Land Transport Management Act 2003 and the Local Government (Auckland) Amendment Act 2004 have significantly altered the planning, governance and funding of transport in the region. The Government's vision for transport is an affordable, integrated, safe, responsive and sustainable transport system.

The goal of the Auckland Regional Land Transport Strategy 2005 is a transport system which enhances the Auckland region as great place to live, work and play. The region's vision is for a transport system that Aucklanders are proud of, where:

- People and goods are able to move when necessary;
- Transport supports vibrant town centres;
- Streets are also community places;
- Getting around by all modes is integrated, safe and effective;
- People have choices which enable them to participate in society;
- The environment and human health are protected and enhanced;
- Transport resources are used efficiently.

This provides a policy and strategic framework against which Waitakere City Council can prepare its transport strategy and transport programme.

The Auckland Regional Land Transport Strategy 2005 provides for a significant increase in funding for passenger transport, travel demand management and walking and cycling and state highway programmes.

Waitakere City Council's transport strategy must take into consideration and be consistent with the provisions in the Auckland Regional Land Transport Strategy and should also contribute to the community outcomes for Waitakere City.

ISSUES

First Draft Waitakere City Transport Strategy 2006 - 2016

A7 – A21

An Executive Summary of the first draft of the Waitakere City Transport Strategy 2006 - 2016 (attached at pages A7 to A21) has been prepared to set the transport direction, in relation to the community outcomes and levels of service, and guide the ten year transport programme. The Committee's input into the development of this draft is sought, particularly in relation to the vision, objectives, strategic options and issues for public consultation. This would enable a full draft Waitakere City Transport Strategy 2006 - 2016 to be provided to the Long Term Council Community Plan and Annual Plan Special Committee at the end of February.

It is proposed that the draft Waitakere City Transport Strategy 2006 - 2016 will refer to all forms of transport and identify non-transport initiatives that significantly affect transport outcomes. The strategy will cover the 10 year period 2006 - 2016 and also include an action plan for the Council with a detailed 3 year programme and an indicative 7 year programme. Summary versions of the strategy will also be developed.

The following is the proposed structure of the draft Waitakere City Transport Strategy 2006 - 2016:

1. Executive Summary.
2. Introduction – Purpose, Document Structure, Context.
3. Where we are now – Setting the scene, Current infrastructure and services, Key issues, Transport statistics, Plans to provide for growth.
4. Where we want to be – Vision, Objectives, Outcomes.
5. Strategic options.
6. How we propose to get there – Preferred option, Policies, Strategic priorities, transport programme.
7. Role of transport modes and corridors.
8. Specific issues for consultation.

9. Expected Outcomes and Monitoring.
10. Conclusion.

Vision, Objectives and Outcomes

Taking into account the community outcomes for the City, the following attributes have been identified as fundamental to the vision and objectives for Waitakere City:

1. Eco city (sustainability, resilience, liveability).
2. Opportunity to live, work and play locally.
3. Travel choice and mobility.
4. Management of traffic and congestion.
5. Integration of land use and transport.
6. Integration between transport modes.

These attributes have been captured into the following vision for transport:

“A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere City being an eco city.”

The above vision is a modification of the draft vision that was considered at the Councillors’ workshop in July 2005: “A sustainable multi-modal transport system that is integrated with land use and supports the goals of the region and Waitakere City as a great place to live work and play.”

Proposed objectives in working toward the vision are that Waitakere City should:

Develop a sustainable, integrated transport system that:

1. ***Enables Waitakere City to achieve desired social, economic, environmental and cultural benefits for both current and future communities.***
2. ***Facilitates and promotes more sustainable travel modes.***
3. ***Supports implementation of the RLTS and RGS in a collaborative manner.***
4. ***Integrates land use and transport.***
5. ***Facilitates and under-pins development of town centres and supports employment growth.***

The following ‘desired outcomes’ (outcomes that the Council aims to strive for) are proposed for inclusion in the draft Waitakere City Transport Strategy 2006 – 2016. (These are different from ‘expected outcomes’ which are the affordable outcomes of the ten year transport programme.)

Desired outcomes include:

- a) ***People have safe, effective, integrated and sustainable travel choice options.***
- b) ***Less traffic and more mobility through innovative travel demand management.***
- c) ***Opportunity to live, work and play locally.***
- d) ***Land use is integrated with transport and both are mutually supportive.***
- e) ***Business and industry travel and location needs are met in a sustainable way.***
- f) ***People have choices that enable them to participate in society.***
- g) ***Environment and human health is protected.***

- h) Reduced non-renewable energy use for transport in Waitakere City.**
- i) People work in a collaborative and innovative manner to maximise these outcomes.**

“Less traffic” means fewer vehicles on the road. This is a slightly different approach than reducing “congestion”.

There are a number of ways to reduce traffic, including:

- Reduce number of vehicle trips;
- Reduce length of vehicle trips;
- More passengers in vehicle and car pooling;
- Walking and cycling;
- Passenger transport;
- Working from home;
- Reduce growth or activity within Waitakere City (not a desired eco city goal);
- Travel demand management – travel plans to encourage sustainable forms of travel, land use planning to provide local facilities and connections to passenger transport, restrict parking, parking charges, road pricing, tolls, and other measures.

“More mobility” is aimed at choices of travel by car, passenger transport, walking, cycling, etc and improvements in infrastructure and services to achieve transport of people of goods and provision of services.

Strategic options

It is useful to consult with stakeholders and the public on a few strategic options which contribute to the vision and objectives for transport and community outcomes for Waitakere City. It is proposed that three strategic options be developed, which are based on:

- the Auckland Regional Land Transport Strategy 2005;
- the community outcomes for Waitakere City; and
- the vision and objectives for transport in Waitakere City.

In all strategic options it is proposed that the following will be common elements:

- Consistent with the Auckland Regional Land Transport Strategy 2005 direction and policies;
- Maintenance, renewals and safety programmes;
- Travel demand management programme;
- Basic walking and cycling programme;
- Passenger transport programme;
- Basic roading programme;
- Provision for growth in the northwest assuming the metropolitan urban limit shift is approved.
- Provision for transport connections with Wheunapai airport on the basis that it is operational by 2016.

Within each of the above programmes, there is opportunity to make changes to projects and their priority, particularly in relation to significant projects such as the New Lynn transport interchange and Whau bridge crossing.

The key distinguishing factors between strategic options are:

- The extent to which road widening and road connections (in order to address congestion and capacity issues) are included.
- The extent to which residents will choose or be required to change from single occupant vehicle to travel to another mode of travel.
- The size of the programme in terms of the Council's financial investment.

The three proposed strategic options outlined in the Executive Summary are:

Strategic Option 1 – “Better Mobility, Less Traffic” - a low cost programme.

Strategic Option 2 – “Better Mobility. Managed Traffic”- a medium cost programme.

Strategic Option 3 – “Better Mobility. Less Congestion / More Road Capacity” – a high cost programme.

The City Development Committee is not required to indicate a preference for one of these options, but instead is requested to assist in the development of these options. The Committee's guidance is sought on the approach taken under these options particularly in relation to the relative costs of the ten year transport programmes. The Long Term Council Community Plan and Annual Plan Special Committee will have the opportunity to consider strategic options in relation to the ten year transport programme submitted by the Chief Executive Officer at its meetings towards the end of February 2006.

Other options that have been considered include:

- a. “Carry on as we are” – 80% investment in roads, minimal expenditure on passenger transport.
- b. Align with the priorities in the Auckland Regional Land Transport Strategy as set by Auckland Regional Transport Authority.
- c. Focus on local economic development.
- d. Focus on one mode (for example, roading - Increase the capacity of the roading network as a priority to address congestion).

Transport programme 2006 - 2016

Officers have developed a proposed transport programme over the next ten years which includes new programmes that are not in the current Long Term Council Community Plan:

1. Providing some additional road capacity and new road connections. It is important that growth in the local economy can be supported by the local transport network, with appropriate routes for trucks, goods and services vehicles.
2. Development of interchanges at the three main town centres, improvements to the rail station precincts, upgrade of bus stop infrastructure (signs, lighting, shelter, and timetables), and introduction of bus priority measures on local roads.
3. Implementation of the Waitakere City Walking and Cycling Strategy, with development of the cycle and walk way network across the City.
4. Encouraging people to make more sustainable travel choices, particularly at peak times (including working from home, walking, cycling, using public transport, ride sharing, fewer trips, and more local trips). Growth needs to provide local jobs, local attractions (shopping, leisure, etc) and intensive residential and employment areas supported by good public transport and walk/cycle routes.
5. Limiting the supply of Council provided parking. Provide park n ride facilities to support public transport. Limit parking on arterial roads during peak periods. Paid parking in Council's off-street car parks at Henderson, New Lynn and Westgate.

In developing the draft ten year transport programme, officers' focus has been on:

- Setting the size of the programme to an affordable level and a programme which fits with the Council's strategic direction for transport;
- Identifying projects and coordinating the timing of those projects;
- Prioritising programmes and projects based on the following order:
 - Maintenance
 - Safety
 - Demand management – land use, integrated transport projects, working from home, local trips, travel plans, car pooling, passenger, traffic management, Promotion and communication
 - Walking and cycling
 - Passenger transport
 - Roads – new roads in subdivisions and growth areas, connectivity, some arterial improvement, minor increase in vehicle capacity
- Projects may be included where there is external funding in addition to Land Transport NZ subsidies (i.e. development contributions, user pays).

The draft transport programme 2006 - 2016 will be available for consideration by the Long Term Council Community Plan and Annual Plan Special Committee later in February as part of the Long Term Council Community Plan process.

It may be useful to compare the relative size of the transport programmes proposed in September 2005 by each of the territorial authorities in the Auckland region in respect of the Land Transport Programme 2006 – 2016:

Auckland City Council	\$1.425 billion
Manukau City Council	\$885 million
Rodney District Council	\$685 million
North Shore City Council	\$624 million
Waitakere City Council	\$462 million
Franklin District Council	\$205 million
Papakura District Council	\$138 million

These amounts are likely to be overstated because these attempted to identify all projects seeking funding and the programmes are yet to be incorporated into draft Long Term Council Community Plans by each of the territorial authorities. In 2004/2005 Waitakere City Council's the gross capital expenditure on transport (excluding depreciation and interest) was \$18.6 million.

Significant Projects

Within each broad Strategic Option there are choices about individual projects, particularly the significant ones, which affect the total spend and expected outcomes. The following are large expenditure items that significantly affect the total transport spend:

- New Lynn undergrounding;
- Land purchase and road widening, such as providing a bus/high occupancy vehicle (HOV) lane rather than using an existing lane for bus/high occupancy vehicle;
- Cycle way along rail line and local cycle routes;
- Whau Crossing bridge.

In each case, the alternative of not carrying out the project is also likely to require some expenditure or reduced outcomes.

With oil prices expected to rapidly increase over the next 10 years, all infrastructure projects are likely to increase in cost. A deferral of a project will likely result in increased project costs in real terms.

Process for development of the draft Waitakere City Transport Strategy 2006 – 2016

The process for development of the draft Waitakere City Transport Strategy 2006 - 2016 is broadly been divided into four stages:

- Stage 1 comprises the identification of community outcomes as part of the Long Term Council Community Plan process. This has been completed and the results are being separately reported to the Council. The community outcomes will guide the outcomes required from a transport strategy.
- Stage 2 comprises preparation of a first draft transport strategy, including identification of strategic options and a proposed transport programme. This work needs to be completed by officers and Councillors with input from representatives from Auckland Regional Council and Auckland Regional Transport Authority by February 2006.
- Stage 3 involves engaging key stakeholders in the review of the strategic options and completing all outstanding work required to prepare a final draft transport strategy ready for public consultation by April 2006.
- Stage 4 comprises public consultation as part of the Long Term Council Community Plan process, including any hearings that may be required, leading to the adoption of a final Transport Strategy by the Council in June 2006.

The following is a proposed timetable to obtain stakeholders' input, feedback on the draft transport strategy and adoption of the final strategy:

Date	Action	Who
27 January 2006	Key staff and ARC and ARTA officer feedback is sought on the first draft Waitakere City Transport Strategy.	Key staff, ARC and ARTA officers
9 February 2006	Councillors' feedback is sought on an executive summary of the draft Waitakere City Transport Strategy.	City Development Committee
9 February 2006	Press release (if required) on development of draft Waitakere City Transport Strategy.	Chair City Development Committee
14 February 2006	Approval of communications plan in relation to draft Waitakere City Transport Strategy.	Communications and Facilitation Group
15 February 2006	Draft Waitakere City Transport Strategy sent to key stakeholders.	Land Transport NZ, Transit NZ, Community Board members, Youth Council, Te Taumata Runanga, Pacific Islands Advisory Board, Other Local Authorities in the region, Interested parties on request.

Date	Action	Who
18 February 2006	Peer review of draft Waitakere City Transport Strategy and Transport Programme.	To be arranged by Manager Transport Strategy and Group Manager Asset Management
22-28 February 2006	Consideration of draft Waitakere City Transport Strategy and transport programme.	LTCCP & Annual Plan Special Committee
3 March 2006	Adoption of draft LTCCP, including transport programme.	LTCCP & Annual Plan Special Committee
6-9 March 2006	Community Board members' feedback is sought on the draft Waitakere City Transport Strategy.	Community Boards
15 March 2006	Signoff of the Draft Waitakere City Transport Strategy document	Council
30 March 2006	Draft Waitakere City Transport Strategy document is printed and distributed.	Public Affairs & Manager Transport Strategy
4 April 2006	Submission period opens.	Manager Transport Strategy
April 2006	Focus groups, open days, public communications.	Manager Transport Strategy & Public Affairs
4 May 2006	Submission period closes.	Manager Transport Strategy
18 April – 12 May 2006	Response to submissions.	Council staff.
22 May – 2 June 2006	Hearings in relation to Transport Strategy and Transport Programme.	LTCCP & Annual Plan Special Committee
16 June – 23 June 2006	Deliberations on the Transport Strategy and Transport Programme.	LTCCP & Annual Plan Special Committee
July 2006	Adoption of final Waitakere City Transport Strategy and Transport Programme.	Council or City Development Committee
August 2006	Final Waitakere City Transport Strategy document is printed and distributed.	Public Affairs & Manager Transport Strategy

A communications plan will be prepared and Councillor input sought at the Communications and Facilitation Group meeting on 14 February. The draft Waitakere City Transport Strategy 2006 - 2016 introduces new concepts and programmes and will generate a lot of public interest and debate. This will need to be closely managed over the next two months in particular.

Focus groups, provision of information via the Council's website, other publications and meetings with groups would assist in encouraging debate and understanding. A formal submission and hearing process would ensure that the public and stakeholders have the opportunity to have a say before adoption of the Waitakere City Transport Strategy 2006 - 2016. It is vital that key stakeholders are involved in the development of the draft and that the wider public has opportunity to make submissions on the draft as part of a special consultative process.

The City Development Committee's feedback on the executive summary of the draft Waitakere City Transport Strategy 2006 - 2016 is sought. It is proposed that a full draft Waitakere City Transport Strategy 2006 - 2016 be reported to the Long Term Council Community Plan and Annual Plan Special Committee for consideration of feedback from key stakeholders. This would enable a draft Waitakere City Transport Strategy 2006 - 2016 to be made available for wider public consultation. It is proposed that this is coordinated with the Long Term Council Community Plan consultation process.

Key issues for consultation

The executive summary contains a proposed list of key issues that should be highlighted for feedback during the public consultation. These have been identified because of their significance or because they introduce new approaches or projects into the ten year transport programme.

RESOURCES

A budget of \$25,000 is available for the development of the Transport Strategy, including the publication of the draft and consultation process.

CONCLUSION

An inclusive process to develop a transport strategy for Waitakere City has commenced. Guidance on the vision, objectives, desired outcomes and strategic options is sought to help with the preparation of the transport programme and the draft Waitakere City Transport Strategy 2006 - 2016. It is proposed to align the consultation on the draft Waitakere City Transport Strategy 2006 - 2016 with the consultation on the draft Long Term Council Community Plan 2006 - 2016.

RECOMMENDATIONS

1. That the Draft Waitakere City Transport Strategy report be received.
2. That the vision, objectives and desired outcomes for transport as set out in this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006 - 2016 for consultation.
3. That the City Development Committee's feedback on the proposed strategic options as set out in this report is taken into account in the development of the draft Waitakere City Transport Strategy 2006 - 2016.
4. That the key issues for public consultation as set out in the executive summary attached to this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006 - 2016.
5. That the first draft Waitakere City Transport Strategy 2006 - 2016 be considered by the Long Term Council Community Plan and Annual Plan Special Committee when considering the draft transport programme 2006 – 2016 for inclusion in the draft Long Term Council Community Plan.
6. That the process for involving key stakeholders and public consultation as set out in this report be approved.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



REGIONAL TRANSPORT UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on regional transport planning initiatives and seek the Committee's direction on:

- Regional Land Transport Programme priorities and key transport issues;
- A representative on the Auckland Transport Plan overview group;
- Shareholder governance arrangements in relation to Auckland Regional Transport Network Limited.

BACKGROUND

The Council's submission in favour of Option 5 in respect of the Auckland Regional Land Transport Strategy has been endorsed by the Regional Land Transport Committee. The Auckland Regional Land Transport Strategy 2005 was adopted in December 2005.

Transit NZ has been preparing a 10 year transport programme which takes into account the Auckland Regional Land Transport Strategy 2005.

A22

Auckland Regional Transport Authority (ARTA) is developing policies and priorities for transport programmes in the Auckland region which contribute to the Regional Land Transport Strategy. Auckland Regional Transport Authority has established regional working groups to overview the development of transport plans and land transport programmes. The Council's transport priorities (attached at page A22) were presented to Auckland Regional Transport Authority representatives at the City Development Committee meeting on 2 August 2005.

Negotiations regarding the transfer of activities from Auckland Regional Transport Network Limited (ARTNL) to Auckland Regional Transport Authority have continued over the last fifteen months. A transfer of Auckland Regional Transport Network Limited was required to take place by September 2005. The Finance and Operational Performance Committee is awaiting the terms of an offer to be brought back for consideration.

STRATEGIC CONTEXT

Priorities are being set by the region and Transit NZ for transport programmes over the next ten years. This will be the first opportunity for defining how the additional transport funding will be allocated over the next ten years.

ISSUES

Regional Land Transport Programme 2006/2007

A23 – A70

Auckland Regional Transport Authority has produced a draft Land Transport Programme for 2006/2007 (attached at pages A23 to A70) which sets out:

- Key transport issues in the region as identified by Auckland Regional Transport Authority.
- Auckland Regional Transport Authorities Statement of priorities for transport in the Auckland region.
- Auckland Regional Transport Authorities prioritised list of transport projects - from Auckland Regional Transport Authority and the local authorities in the Auckland region (but excludes Transit NZ's programme) – for which funding is sought from Land Transport NZ in 2006/2007.

- Auckland Regional Transport Authority is seeking submissions on the above by 22 February 2006, followed by hearings from 20 March 2006 and adoption by the Auckland Regional Transport Authority board on 21 April 2006.

Auckland Regional Transport Authorities Key Issues:

The key issues identified in the draft Land Transport Programme are:

- Congestion and unreliable travel times;
- Lack of transport choice increases reliance on private cars;
- Need for integration between land use and the transport system;
- Safety – both crashes and personal security;
- Environmental sustainability;
- Public health.

The following is suggested to be added to the list:

- Improvements in passenger transport infrastructure and services are required in order to create an attractive alternative to private cars. This reflects the situation where a significant catch-up in investment in passenger transport is required, as identified in the Auckland Regional Land Transport Strategy 2005;
- Need for travel demand management. This reflects the introduction of a travel demand management programme in the Auckland Regional Land Transport Strategy 2005 so that a combination of land use and transport activities aimed towards reducing the demand to travel, particularly as single occupant private vehicle. Travel demand management is required in order to limit the expenditure on transport infrastructure to solve congestion issues.

Auckland Regional Transport Authorities Statement of priorities:

Auckland Regional Transport Authorities Statement of priorities relate to a 10 year time frame and comprise the following:

- Goals – Moving Auckland, Developing Auckland and Sustaining Communities.
- Key strategies -
 - Make best use of the existing transport system.
 - Develop and expand passenger transport infrastructure and services
 - Develop regional cycle network and pedestrian facilities
 - Develop strategic routes (including State Highways) and regional arterial road networks
 - Implement travel demand management (TDM) measures including travel behaviour change
 - Ensure coordination and integration of transport investments and land use planning
 - Establish a road safety culture
 - Improve environmental performance of the transport network
 - Improve the institutional arrangements around funding and delivery of transport solutions in the region.
- Actions – High priority actions, medium priority actions, low priority actions.
- Investigations – High priority investigations to inform decisions of regional importance.

In addition to the above, the priority of capital improvement projects is rated by Auckland Regional Transport Authority in accordance with three factors:

- Seriousness and urgency of the issue the project is addressing;
- Effectiveness of the proposed solution in delivering regional and national objectives
- Efficiency, or benefit/cost ratio, of the proposed solution.

Land Transport NZ is the Government funder of transport projects in the region. It is guided by the Land Transport Management Act and the Government's priorities as set out in the NZ Transport Strategy. Also, in relation to programmes within the Auckland region, Land Transport NZ must have regard to the priorities set by Auckland Regional Transport Authority, which submits the annual Land Transport Programme on behalf of the region. Land Transport NZ deals directly with Transit NZ.

It is suggested that a submission to Auckland Regional Transport Authority include the following:

1. The statement of priorities needs to clarify how the actions identified as high priority will be rated in terms of the criteria of effectiveness, seriousness and urgency. For example, a cycleway to a town centre is rated as a high priority action, but examples of such projects in the draft Land Transport Programme score high on seriousness and urgency, but medium on effectiveness.
2. Auckland Regional Transport Authorities priorities need to be more closely aligned with the Auckland Regional Land Transport Strategy – there is an insufficient connection with the objectives of that strategy.
3. The practical application of Auckland Regional Transport Authorities priorities in relation to the submitted projects appears to relate to the three factors of seriousness and urgency, effectiveness and efficiency. It is difficult to identify the extent to which a project's contribution to the objectives of the Auckland Regional Land Transport Strategy relates to these three factors in assessing the priority of a project.
4. The prioritisation criteria do not appear to relate to the key issues identified. For example, projects which attempt to address the key issue of integrating land use and the transport system (such as the Henderson Transport Interchange and the New Lynn Regional Growth Centre Integration – Grade Separation of Rail project) do not appear high in the rankings.
5. Auckland Regional Transport Authorities priorities, or their application, are not resulting in a change in prioritisation of traditional projects. The Auckland Regional Land Transport Strategy 2005 gives a strong emphasis on passenger transport and the establishment of travel demand management programmes. Auckland Regional Transport Authorities priorities should result in passenger transport and travel demand management projects being prioritised ahead of a traditional road widening project.
6. Clarification is required whether a project would be removed from the draft Land Transport Programme if the project is inconsistent with its goals or those of the Auckland Regional Land Transport Strategy.
7. Clarification is required whether the broad allocation of funding to the categories of roads, passenger transport and travel demand management as set out in the Auckland Regional Land Transport Strategy will affect whether a project would be included in the draft Land Transport Programme in a particular year if a category is above or below that broad allocation.

Specific Priorities of Waitakere City Council Projects:

Due to the time constraints of the consultation, it is proposed that the Chief Executive Officer be delegated the task of providing specific comment on Auckland Regional Transport Authorities priority ranking. In relation to the significant projects of the Henderson Transport Interchange and the New Lynn Regional Growth Centre Integration – Grade Separation of Rail projects, the submission should include that these are critical projects which should be ranked high in priority in terms of addressing serious problems which need to be addressed urgently and that the effectiveness of the proposed solutions is high.

Auckland Transport Plan

The Auckland Travel Plan will be an operational plan focussing on the implementation of all transport activities (including activities of Transit NZ, ONTRACK, Auckland Regional Transport Authority and Councils) in the Auckland region. The strategic context of the Auckland Travel Plan will be set by the Auckland Regional Land Transport Committee, Auckland Regional Transport Authority, Transit NZ, ONTRACK, Auckland Regional Council and Councils' strategic documents relevant to the Auckland region. It will include a 10-year investment plan for infrastructure and service provision within a longer-term horizon, i.e. a 25-year scenario setting period. The Auckland Travel Plan will allow for longer term plans to provide for investigations and studies for future scenarios. The Auckland Travel Plan will incorporate as appropriate, the Passenger Transport Network Plan, Sustainable Transport Strategic Plan, High Quality Rail Rapid Transit for Auckland, Transit NZ's 10 Year State Highway Forecast and territorial authorities' local transport plans.

The development of the Auckland Transport Plan will include three levels of co-ordination. There will be:

- ***an advisory group.*** Membership of this group will include representation from the Auckland Regional Transport Authority, Transit, Land Transport NZ and ONTRACK Boards, territorial authority and Auckland Regional Council, Councillors. This advisory group will be briefed on an as appropriate basis on progress of development of the Auckland Travel Plan. It is seen that this group will assist in identifying issues, providing direction and be the conduit for representing the Auckland Travel Plan within their respective organisations. This group will not be a decision making body;
- ***an executive steering group.*** Membership of this group will include senior executives from Auckland Regional Transport Authority, Transit, Land Transport NZ, ONTRACK, territorial authorities and Auckland Regional Council. This group will assist in identifying issues, providing direction and be the conduit between the political group and the technical reference group;
- ***a technical reference group.*** Membership of this group will include the appropriate representatives from Auckland Regional Transport Authority, Transit, Land Transport NZ, ONTRACK, territorial authorities and Auckland Regional Council. This group will be responsible for reviewing inputs in to the Auckland Travel Plan from the project groups. The project groups will be led by the appropriate skilled representative from either this reference group or consultant/contractors responsible for specific areas of the Auckland Travel Plan and will report to the technical reference group. The full technical reference group will meet on a monthly basis throughout the development of the Auckland Travel Plan.

Auckland Regional Transport Authority has requested that one Councillor from each Council be appointed as its representative on the Auckland Transport Plan Advisory Group. It is suggested that the Councillor Stone should be appointed due to her representation on the Regional Land Transport Committee. The draft timetable for development of the Auckland Transport Plan aims to produce a draft Auckland Transport Plan by 30 June 2006.

Road Pricing

The Government study of road pricing options in the Auckland region was substantially completed in December 2005. This study identified options for road pricing and analysed the issues of demand management, revenue potential, social distributional, socio-economic; public acceptability, privacy, administration, technical feasibility and implementation, land use, mitigation and legislative impacts.

An executive summary of the road pricing study was provided to the Minister of Transport in December 2005. It is expected that the public release of the road pricing study will be in March 2006, but this has yet to be determined by the Minister.

The following background information is provided to prepare Councillors for the release of the road pricing study.

“Road Pricing” is defined as charging for the use of an existing road:

- for demand management; and
- to provide revenue.

Road pricing schemes being assessed in relation to Auckland include:

1. **Cordon Scheme** - Charging vehicles, on entry, that cross a defined cordon. (Charges would not apply to travel entirely within the cordon).
2. **Area Scheme** - Charging vehicles entering or travelling within a defined area.
3. **Strategic Network Charging Scheme** - Charging vehicles that use motorways and some major arterial routes.
4. **Parking Levy Scheme** - Parking levy for parking on public and/or private property within a defined area(s), which are in addition to any parking charges that may already be in place.

Road pricing has been successfully introduced in London, Singapore and several Scandinavian cities. They were effective in managing the use of existing road capacity and generating funds to provide improved public transport alternative and better road networks.

Transit NZ has proposed tolls as an alternative mechanism for road pricing. Transit NZ's proposals for tolls are expected to be released late March 2006. Toll proposals need to be considered in the context of road pricing.

“Tolls” are a charge for the use of a new State Highway or road. The Land Transport Management Act requires that, before a toll road can be built, the project must meet other specified criteria, including:

- it helps achieve the government's New Zealand Transport Strategy objectives and is consistent with current priorities for land transport expenditure;
- it is also in keeping with any relevant regional land transport strategy;
- the local community and road users are consulted before it is put in place;

- an alternative route needs to be available;
- compliance with any conditions imposed by the Minister of Transport in an Order in Council.

The primary purpose of tolls is to raise revenue to be applied to the cost of a new State Highway or road. Tolls may reduce traffic or reflect traffic to local roads, depending on the amount of the toll and times of the day that the charge applies.

The key issues that need to be considered in relation to road pricing proposals include:

- Amount of the charge;
- Times of day it applies;
- Effects on travel behaviour, particularly on local roads, and overall reduction in congestion;
- Equity of the charge across the region and nationally: social and economic effects in Waitakere City need to be assessed;
- Who pays and who is exempt? (Usually buses, cyclists and emergency vehicles are exempt.);
- Effects on urban form, land use and transport of goods and services in the region;
- Application of the revenue – To passenger transport and travel demand management. To maintenance of roads? To cost of new roads? To recover some or all of the wider costs of road use (i.e. social, economic or environmental costs)?;
- Overall level of direct charges to road users and indirect from rates. Will petrol taxes and road user charges be reduced? Will Council rates for roads be reduced?
- Can tolls and road pricing co-exist? Could road pricing replace a toll revenue stream?

Transit NZ's 10 year State Highway forecast

Transit NZ is expected to release its draft 10 year State Highway forecast for consultation in early March 2006. It is expected that an upgrade of the North Western Motorway from Waterview to Royal Road will be included. A report will be prepared for the March Committee meeting to enable a submission to be made on Transit NZ's 10 year State Highway forecast.

Ramp Metering

A71 – A73

Transit NZ is in the process of finalising the design of the proposed ramp metering in respect of the North Western Motorway. Council officers have been involved in the project throughout this process in accordance with the Project Charter. A letter dated 21 November 2005 (attached at pages A71 to A73) sets out officer concerns with the Scheme Assessment Report in relation to the North Western Motorway. Transit NZ officers are attempting to address these concerns.

Transit NZ will be seeking to finalise its plans for ramp metering in respect of the North Western Motorway in February 2006. Subject to confirmation in Transit NZ's 10 year State Highway forecast, construction of on-ramp traffic signals and information signs is expected to occur in 2006/2007.

Auckland Regional Transport Network Limited Transfer

An outline of the transfer of Auckland Regional Transport Network Limited to the Auckland Regional Council group has recently been identified which provides for the transfer of the rail station leases and rail construction contracts to Auckland Regional Transport Authority, the transfer of Britomart and the Downtown ferry terminal to Auckland City Council, and the transfer of Half Moon Bay ferry terminal to Manukau City Council. To progress the negotiations an Auckland Regional Council - Auckland Regional Transport Network Limited shareholders steering group was formed with representatives from the Auckland Regional Council and Auckland City Council. The proposed timetable for the transfer is as follows:

December 2005	Agree the structure and approach. ARC starts due diligence. Commence discussions on transitional management.
January 2006	Complete due diligence. Complete agreement on transitional management. Approach Crown on section 30 issues. Commence negotiations on agreements.
February 2006	ARTNL Shareholders Representative Group approval of transitional management arrangement. Complete agreements. Obtain Chief Executive Officer approval to agreements.
March-April 2006	Obtain approvals of agreement from shareholders, ARC, ARTA board - City Development Committee meeting in April. Operational transfer to ARTA on 1 April. Sign agreements.
May 2006	Satisfy conditions.
June 2006	Settlement of the transfer.
Post June 2006	Liquidate ARTNL and return capital to shareholders.

It is proposed that Auckland Regional Transport Authority staff need to be involved in the management of Auckland Regional Transport Network Limited activities prior to settlement. A transitional management plan proposes that Auckland Regional Transport Authority staff are contracted to work for Auckland Regional Transport Network Limited to the extent that they take over operations from 1 April 2006, with the Auckland Regional Transport Network Limited board retaining accountability until the settlement for the transfer takes place.

The Council's shares in Auckland Regional Transport Network Limited are categorised as a significant asset under the Significance Policy. The Council has already undertaken a special consultative procedure in respect of the Statement of Proposal for the transfer of assets and shares in Auckland Regional Transport Network Limited, including a winding up.

Shareholder Councils will be required to execute resolutions relating to Auckland Regional Transport Network Limited's Annual General Meeting. The text of these resolutions was not available at the time this report was written.

Shareholder Councils will also be required to amend Auckland Regional Transport Network Limited's Statement of Intent to enable Auckland Regional Transport Network Limited to purchase its shares held by shareholders. Shareholder resolutions have authorised Auckland Regional Transport Network Limited to buy back shares held by Rodney District Council, Papakura District Council and Franklin District Council. The text of the amendment to Auckland Regional Transport Network Limited's Statement of Intent was not available at the time this report was written.

RESOURCES

The Council is adequately resourced to address the issues raised in relation to the regional transport initiatives set out in this report.

CONCLUSION

There is a significant amount of transport planning work being conducted in the region and reflected in proposed programmes and projects. The Council's input into these planning processes and programmes is vital.

RECOMMENDATIONS

1. That the Regional Transport Update report be received.
2. That the Chief Executive Officer be given delegated authority to sign off the submission to Auckland Regional Transport Authority in relation to the draft Land Transport Programme 2006/2007 in accordance with the suggestions set out in this report and the directions of the City Development Committee.
3. That Councillor Stone be delegated authority to present the Council's submission on the draft Land Transport Programme 2006/2007 at the hearings.
4. That Councillor Stone be appointed as Waitakere City Council's representative on the Auckland Transport Plan overview group.
5. That the Chief Executive Officer is authorised to execute a resolution of shareholders of Auckland Regional Transport Network Limited to amend Auckland Regional Transport Network Limited's Statement of Intent 2005/2006 to permit the company to buy back its shares from a shareholder.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



HENDERSON WAY-FINDING SIGNAGE SYSTEM

PURPOSE OF THE REPORT

The purpose of this report is to inform the City Development Committee in regard to the proposed new way-finding signage system for the central Henderson area and to seek the City Development Committee's support for inclusion of the respective budget amounts in the 2006-2016 Long Term Council Community Plan.

BACKGROUND

Currently the Henderson Town Centre has an uncoordinated range of signage that has been placed over many years on an ad hoc basis some by a variety of Council units and others have been discreetly placed by individual businesses. There is no existing design style, many different sizes exist, most are outdated and ineffective and have been tacked onto street light poles or placed in centre road islands. There has been no coordinated approach with the view to the ability for signs to be easily read by pedestrians or vehicle occupants. Key community facilities once found are named but have no directional way-finding from key entry points linking back into the town centre. There is no gateway entry signage into Henderson other than Transit New Zealand signage – no sense of arrival.

Development of the existing town centre to become a Central Business District (CBD) will increase the height and density of the building stock and provide an increased mix of uses. It is now desirable to provide a clear way-finding signage system suitable for all users, including the increasing volume of elderly and disabled people living and using the town centre. An adequate signage system will ensure quick and decisive movement around the Central Business District.

A new signage system is required and should be so effective that Central Business District users will be discouraged to continually drive and re-park but rather to view the Central Business District as interconnected, easy and interesting to walk around hence increasing the 'walking economy' and reducing short car trips around the centre.

A way-finding project brief was finalised in March 2005. The aim of this project is to identify a context and implementation strategy for signage that provides direction around the Henderson Central Business District.

In April 2005 a contract was awarded to Creativelab with sub-consultants Studio Alexander and Diverge, who are all specialists in designing way-finding signage systems, to develop an integrated system for Henderson. Peter Haythornwaite the principal of Creativelab has a commendable background as an international designer and is a recipient of numerous international and national design awards. Recently he has undertaken signage systems for the Auckland Zoo, Art Gallery, Auckland City, Botany Town Centre and numerous New Zealand city and corporate projects. Studio Alexander has a track record as signage graphic designers and Diverge specialise in the actual location and sign information hierarchy.

The design brief was to:

- Develop appropriate, visually interesting and well detailed signs.
- Design a visual concept specifically for the Henderson Central Business District, to include a family of sign types suitable to guide pedestrian and vehicle movement.
- Develop a comprehensive way-finding signage 'positioning plan' for the Henderson Central Business District.
- Develop options and present the pros and cons and costs and make design and implementation recommendations.
- Include the following mix of signage requirements: periphery entry point gateways signs, pedestrian and vehicle scale signage, directions to public transport systems, parking facilities, site specific way-finding at community facilities, links to heritage sites, cycle and walking routes, parks and Twin Streams.

- Identify potential designs based on flexible use of materials and practical ongoing maintenance, include themes, colours, text, maps, walking times, symbols, routes, leisure and urban plazas, tactile and the possibility to add on site specific art signs.
- It should form a suite of tools that can also be utilised by the private sector.

STRATEGIC CONTEXT

The objective of implementing renewed infrastructure in the Henderson Central Business District is to make the centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts contributing to the Urban and Rural Village strategic platforms.

The renewal of these precincts will link people directly into the proposed new transport centre in Rainside Avenue. The advantages of a workable passenger transport system in the middle of the Henderson Central Business District serving a growing population will be to reduce traffic congestion. Safe vibrant streets will make sure this growing centre is easy to get around in while stimulating the local economy contributing to both the Integrated Transport and Strong Innovative Economies strategic platforms.

Getting more people walking is desirable if cities are to become healthier, safer and more prosperous and successful. If a city is to be liveable it must be walk-able and appealing to residents and visitors alike. Providing a quality attractive way-finding signage system will make this objective achievable will aid in developing a 'Central Business District image', reducing unnecessary signage clutter and makes for a place people enjoy returning to as it is easy to navigate.

ISSUES

There are several phases involved in the preparation for the implementation of the Henderson way-finding signage system. Being the first such system to be implemented in Waitakere City there are some initial costs up front that will not need to be repeated as this system is implemented city wide in subsequent financial years, for example the pole design, detailed engineering design and prototype of the pole will be transferable. Once the initial colour scheme, graphics, mapping style, and art graphics are developed for each centre it is then a matter of rolling out signs as required over subsequent years.

This sign design is unique to Henderson and the city will own the copyright but the process is transferable to other centres in Waitakere City. The pole design may be replicated in other centres with each having its own individual colour scheme.

Factors considered during design have been:

- Durability of construction materials.
- Ease of maintenance / replacement of components due to damage or theft.
- Minimising effect of graffiti.
- Ease of installation.

Sign Materials will comprise of:

- Marine grade aluminium panels.
- Digital imaging with surface protection laminate.
- Aluminium extruded pole with end caps and designed base plate.
- Depending on location some signs will include lighting.

Concept Design Phase 1 – 2004/2005

The concept design involved input from a wide range of council staff to ensure that the design output not only met standards but that it also integrated with the wide range of projects the Council is currently implementing in central Henderson. A functional signage system requires that people can move efficiently between the Central Business District sectors and services but also requires some modification to existing signage, for example a person walking in Henderson Park should readily be able to source information to the town, transport or arts centres. Cycle ways on the transport corridor or twin streams must also be able to be accessed from or to the Central Business District. A copy of the way-finding signage system concept design booklet has been circulated separately to the agenda.

The design concept phase provided the following elements:

- Identified the greater perimeter of Henderson where the signage system should start from;
- The existing precincts and proposed cycle-ways;
- The likely family of signage type and size required suited for specific information and locations;
- Examples of sign types *in situ*;
- Design rationale, what is the personality and character of Henderson, the traits and uniqueness of the area;
- The physical structure of the sign pole design, its engineering detail, materials and application proposals;
- The graphic sign information, colours, typography, graphics, illustrations and proposed art options;
- A unique styled pole design, colour scheme and graphic illustrations for Henderson. (note specific type of sign graphics will be designed at the detailed design stage prior to manufacturing).

Sign Location Audit and Costing Phase 2 – 2005/2006

This phase identifies the following information:

- All relevant locations and sign types required at each location.
- The specific directional information for each sign.
- Timing the walking distance between specific destinations.
- Forming the mapping information.
- Proposed costing for the Annual Plan Budget process for the manufacturing and installation phase.

Detailed Design Phase 3 – 2006/2007

This phase moves the project forward to the signage implementation in Henderson and involves the following tasks:

- Final verification of content, placement, names and extent of implementation;
- Undertake detailed engineering specifications of sign poles;
- Detailed 2D graphic element designs including art graphics;
- Explore specific signs that may take art works, lighting and pole graphics;
- Prepare tender documents for manufacturing;
- Appoint manufacturer.

Manufacturing and Installation Phase 4 – 2006-2008

An implementation priority plan will be provided by the way-finding designers as it is desirable that the signs installed are continual in each route area. By not installing the full route sets the user will become frustrated if they arrive at any given point to find the next sign is not available. The initial volume of signs to be installed is likely to be phased over two financial years and will involve the following tasks:

- Digital art work for manufacturing;
- Manufacturer prototype of pole and two sign types;
- Manufacture signs (approximately 69 in total);
- Installation of signs in order of priority as advised by way-finding designers;
- Quality performance review;
- Develop sign manuals and standards documents.

Consultation will continue to take place with the relevant Council staff to understand and integrate their specific signage standards and needs into this project including working with the Arts Manager to scope the opportunities for specific art designs where applicable. The Twin Streams Project cycle-way planning is currently taking place and will involve undertaking the way-finding signage system for this project. This project will utilise the above design model and be integrated into the Henderson sign location system. The Corban Estate Arts Centre is currently undertaking the design and location of way-finding signage on the estate that will combine the Henderson way-finding brand into the estate branding.

RESOURCES

The first 3 phases of the way-finding signage system will be undertaken by the City Development Unit. The 4th phase manufacturing and installation will be managed by Council's Special Projects unit. Phase 1 and 2 budgets were included in the 2004/2005 and 2005/2006 financial years. Phases 3 and 4 have been included in the draft Annual Plan for 2006/2007 and ongoing implementation will be included in the 2006-2016 Long Term Council Community Plan (LTCCP). All relevant cross Council staff will continue to be involved as advisors in the implementation process. The following table provides the cost estimates from 2006-2008.

Budget Timeframe

Project Phase	Responsible Unit	Cost Estimate To Annual Plan
Detailed Design Phase 3	City Development, Quality Assurance	\$100,000
Manufacturing & Installation Phase 4 (69 signs)	Special Projects, City Services	2006/2007 - \$208,600 also includes initial one off design costs 2007/2008 - \$144,000 2008/2009 - \$142,000 for additional new signage due to new development 2009-2011 - estimate \$150,000 for additional new signage due to new development

Implementation Timeframe

Action	Timeframe
Detailed design Phase 3	March – May 2006
Prototype and digital artwork	May - July 2006
Manufacturing and installation first priority set of signs	July to December 2006
Manufacturing and installation second priority set of signs	December 2006 - July 2007

There is no approved budget in 2005/2006 financial year to commence detailed design. There are a number of logistical steps that follow on from detailed design through to the actual implementation of the signs, and to ensure that implementation can start some time in 2006, officers recommend that detailed design commences no later than March 2006. This is however subject to the Council approving funding in the draft 2006-2016 Long Term Council Community Plan.

With the completion of the new Council facilities at Waitakere Central Civic Centre, Waitakere Central Library and Unitec Campus all by early to mid 2006 and the Aquatic Centre it is desirable that the way-finding signage system is installed near the end of 2006. Should the budget for the way-finding signage system proposed in the 2006/2007 draft Annual Plan not be approved then the first set of signs will not be installed until approximately mid 2008 two years after the facilities have been opened.

It is important that once the signs start manufacture that the complete 69 are installed without a break hence straddling the manufacturing and installation over two financial years in back to back months. The risk of separating the above process is that signs will lead the pedestrian on to a point of no follow-up signs essential to direct them to their actual destination.

CONCLUSION

The way-finding signage system project identifies a context and strategy for signage that provides an easy navigation system for users around the Henderson Central Business District. The system is of a national and international quality and is one of several components such as new landscapes and furnishings, floral gardens and public plazas that assist to create an attractive Central Business District image and a credible business and residential address in Henderson. Relevant staff have provided input to the design contract brief and will continue to be involved in consultation throughout the project phases.

Given the high level of investment the Council has committed to Henderson to develop a Central Business District for Waitakere and that the catalytic developments will be completed in mid 2006 it is desirable that the way-finding signage system is implemented to complement these developments in a timely manner. Implementation in 2006 however is subject to Council approval of funds for this project in the draft 2006-2016 Long Term Council Community Plan.

RECOMMENDATIONS

1. That the Henderson Way-Finding Signage System report be received.
2. That the City Development Committee consider for inclusion the proposed budget for the Henderson Way-Finding Signage System be included in the 2006-2016 Long Term Council Community Plan.
3. That subject to Council approval of the 2006-2016 Long Term Council Community Plan draft budgets on Friday, 3 March 2006 officers be instructed to commence the processes for commissioning the signage detailed design and implementation.

Report prepared by: Janet Hannan, Principal Advisor, City Development.



9 METROPOLITAN URBAN LIMIT SHIFT – INTEGRATED CATCHMENT MANAGEMENT PLAN ISSUES

PURPOSE OF THE REPORT

The purpose of this report is to advise the City Development Committee of the issues and policies that have risen from the preparation of Integrated Catchment Management Plans with regard to proposed stormwater infrastructure necessary for the Metropolitan Urban Limit Shift.

BACKGROUND

Council is implementing a work programme to plan for network and community infrastructure to support Council's application to the Auckland Regional Council to shift the Metropolitan Urban Limit in accordance with the Local Government (Auckland) Amendment Act 2004.

The scope of this programme includes NORSGA (Massey North, the Hobsonville Corridor, Hobsonville) and Massey East.

Council has submitted all the information required by the Auckland Regional Council by the due date of 31 August 2005, but further work is required to supplement the information provided. The Auckland Regional Council has requested Council to carry out consultation in accordance with the requirements of the Resource Management Act.

STRATEGIC CONTEXT

The provision of stormwater infrastructure is essential to advance Council's strategies for sustainable urban development, with an emphasis on economic growth and good urban design.

Provision of infrastructure in a manner that promotes Council's Green Network and Three Waters platform and Auckland Regional Council Low Impact Design principles is essential to advance Council's strategies for sustainable urban development in NORSGA.

ISSUES

The key issues that need to be addressed are as follows:

- Low Impact Design and its probable effect on traditional construction techniques, site intensification opportunities, urban aesthetics and layout;
- The banning of unpainted zinc alloy roofing materials;
- Institutional capabilities – Council's ability to implement, maintain and monitor the preferred option;
- Land owner consultation with regard to the proposed location of wetlands, ponds, drainage reserves and riparian margins;
- Piping of a stream through the proposed Massey North Town Centre.

POLICIES

Key policies that have to be adopted by Council to meet the recommendations of the Integrated Catchment Management Plans include:

- stormwater bylaws to give Council enforcement rights,
- monitoring and inspection regimes with associated cost recovery,
- banning unpainted zinc alloy roofing materials, and
- adoption of Low Impact Design in certain areas of the City and not others.

Integrated Catchment Management Plans

The proposed Auckland Regional Plan: Air, Land and Water requires that territorial authorities prepare Integrated Catchment Management Plans.

The purpose of an Integrated Catchment Management Plan is to undertake a review of the resource management values and issues that apply to the catchment, and identify objectives for future stormwater management. In addition to the Air, Land and Water Plan, the objectives of the catchment study must take in to account other local and regional policies such as the Auckland Regional Policy Statement and relevant planning documents.

The NORSGA Catchments (Totara, Wairohia and Hobsonville) and New Lynn East Integrated Catchment Management Plans were prepared to support Council's application to the Auckland Regional Council to shift the Metropolitan Urban Limits.

These Integrated Catchment Management Plans form the basis of a comprehensive stormwater discharge consent application, and is consistent with requirements of the Auckland Regional Council.

An overview of the issues to be addressed in these Integrated Catchment Management Plans is as follows:

- stormwater flooding,
- stream channel stability and erosion,
- natural values of streams,
- contaminant potential for receiving environments from stormwater run-off and wastewater overflows,
- Low Impact Design,
- institutional capability, and
- management options.

A74 – A77

Plans showing the catchment areas in Waitakere City is included in attachments A74 to A77. There are minimal properties affected by flooding in these catchments, especially in the NORSGA catchments of Totara, Wairohia and Hobsonville because these catchments are primarily greenfields.

Council has looked at a range of management options for future development in these catchment areas and the preferred approach is to implement "low impact design" or LID to minimise stormwater effects on the environment, and various development options will be considered as part of the planning process. Council officers are currently still working with the Auckland Regional Council to define what low impact design could be for the NORSGA area. Up to four design options including the preferred option was provided for each catchment.

The low impact design approach takes the natural features of a catchment and focuses on enhancement and protection being incorporated to the design. Low impact design devices utilise natural processes to attenuate flows and remove contaminants. Low impact design also promotes "at-source controls". At source controls means managing affects at the point of generation. It refers to both flow and contaminants.

Contaminant generation “at source” means looking at where the contaminants are generated and preventing them from entering the stormwater. Studies carried out by the Auckland Regional Council have shown that zinc is a heavy metal contaminant of concern and the main source of zinc is from galvanised iron and unpainted zinc alloy roofing materials. Heavy levels of zinc cause the loss of aquatic biota and marine life in the receiving environments. The Auckland Regional Council has indicated that as the submission to shift the Metropolitan Urban Limit will be adopted by the Auckland Regional Council, for consistency the Integrated Catchment Management Plans should support the banning of unpainted zinc alloy roofing materials as this is a regional policy to minimise further degradation of receiving waters.

In order to enable the affected property owners, iwi, Massey and New Lynn East communities to fully understand all the issues raised in the Integrated Catchment Management Plans, Council will be conducting a series of consultation meetings and workshops.

RESOURCES

Provision has been made in the 2005/2006 Annual Plan for the preparation of Integrated Catchment Management Plans. In addition, part of the costs incurred will be reimbursed by the Auckland Regional Council through the funds they received from the former Infrastructure Auckland. The funding allocation covers the cost of various models required and specialist technical input into the assessment.

The resource implications arising from the Integrated Catchment Management Plans will be reported to Council through the 2006-2016 Long Term Council Community Plan process. The cost of infrastructure will be partially recovered by Development Contributions.

CONCLUSION

The proposed Auckland Regional Plan: Air, Land and Water establishes an expectation that territorial authorities will prepare Integrated Catchment Management Plans for stormwater catchments. The draft Integrated Catchment Management Plan provides a series of tactical action plans and management options to address stormwater issues in the catchment.

RECOMMENDATIONS

1. That the Metropolitan Urban Limit Shift – Integrated Catchment Management Plan Issues report be received.
2. That work commence to develop Policies to meet the recommendations of the Integrated Catchment Management Plans to include Low Impact Design, stormwater mitigation and banning unpainted zinc alloy roofing materials, in line with Council’s strategic vision to mitigate the adverse effects of development on the environment and comply with the Auckland Regional Council’s requirements and that these Policies come back to Council for approval.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



BUSINESS FUTURES FORUM UPDATE

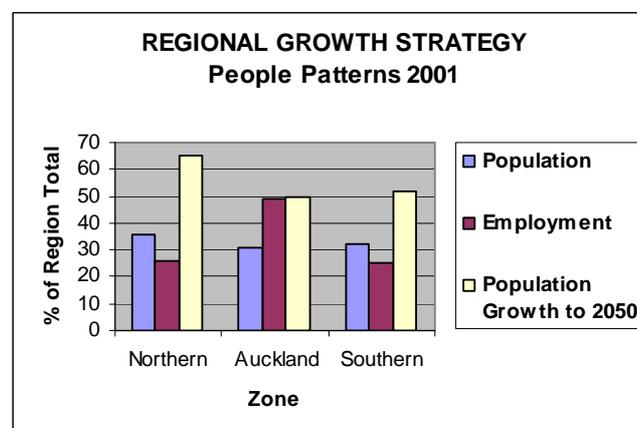
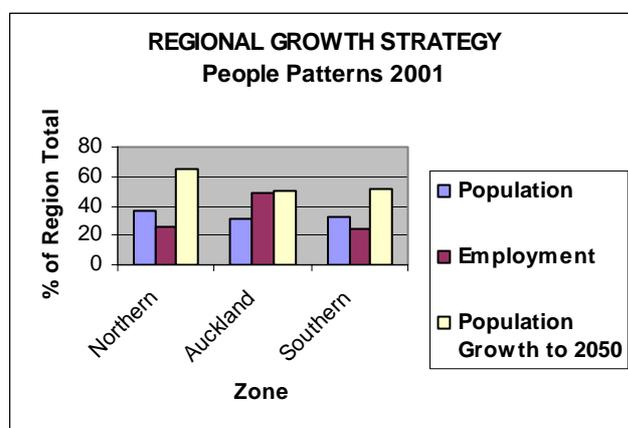
PURPOSE OF THE REPORT

The purpose of this report is to seek the City Development Committee's confirmation of a set of principles that have been established through a series of forums that have been held with the Councils and business communities of Rodney District, North Shore City, and Waitakere City.

BACKGROUND

In December 2004 the Auckland Regional Council (ARC) released its draft Auckland Business Location Strategy. The Auckland Business Location Strategy will be an important document for the region, underpinning the forthcoming review of the Auckland Regional Growth Strategy and informing other statutory, non-statutory policy and strategic work being undertaken at the regional level.

Territorial Authorities (TA's) were asked to make submissions to the document, and the three Councils forming the Northern and Western Sector (Rodney District Council, North Shore City Council and Waitakere City Council) raised significant issues regarding the demand supply and availability of vacant business land, and the fact that the current supply of vacant business land is predominantly located in the south of the region. Putting aside the nexus between supply of business land, economic growth, and local economic development strategies, the location of business land has a significant impact on traffic congestion, and associated impacts on the environment. The cost of the journey to work is a major loss to the Auckland economy and includes environmental costs, barriers to employment, social and community costs, both collectively and to individual families.



The Northern and Western Sector Councils agree that the draft Business Location Strategy does not address these issues, but rather runs the danger of perpetuating Auckland's current unsustainable urban form and transport patterns. There is a mismatch between the location of residential populations and business land. The majority of business land supply is in the south of Auckland and the draft Auckland Business Location Strategy, whilst recognising this issue, fails to provide a strategic response to address it.

As a result of submissions from all of the Auckland Territorial Authorities received by the Auckland Regional Council to the draft Auckland Business Location Strategy, the Auckland Regional Council requested that Councils hold Business Future Workshops and report back to the Auckland Regional Council on their outcomes by December 2005. In response to this request, and recognising that the local economies of each of the northern sectors Territorial Local Authorities are interconnected, the three Councils determined to hold a series of joint Business Future Forums. These forums were held in October, November and December of 2005. The forums engaged the business community, with a view to establishing a joint set of principles from which to engage in regional planning and

the connections to the wider Auckland Region, the transport network of the region, the land use and land capacity decisions of the region, and the location and lifestyle decisions and choices available to the individual citizens that the Councils represent. A report is currently being finalised documenting the forums. The forums were well attended by the business community. The Northern and Western Sector Councils now need to finalise the principles they wish to adopt from the forums and report back to the Auckland Regional Council.

The Regional Growth Strategy advocates a compact city/region with intensification around town centres and major transport routes. The Regional Growth Strategy does not provide a strategy for the provision of land for employment, but does provide a strategy for intensification of residential land uses and population growth. The Auckland Region has experienced population growth at the high end of regional population growth projections initially set out in the strategy. While there are significant areas of vacant and potentially vacant land in the southern sector of the region (978 ha) there is a shortage of land in the Northern and Western Sector (341 ha). There are also some issues over what has been included in these estimates as vacant land. Some estimates put the area that is realistically available and can be offered to the market at less than half the figures currently being used by the Auckland Regional Council.

The Northern and Western Sector has the largest residential population of the region and is experiencing (and is projected to continue to experience) the fastest population growth in the region.

There is a significant and immediate problem with the supply of land for business in the Northern and Western Sector. This may to some measure be addressed by initiatives being pursued by Waitakere City in its northern strategic growth area and by Rodney District at Silverdale. North Shore City and Waitakere City also have a number of projects underway around intensification and revitalisation of existing business areas. However, there is also a longer term issue in how to provide land for business activity whilst pursuing the compact city model promulgated in the Auckland Regional Growth Strategy, without constraining economic growth or the performance of the Auckland economy.

The Business Future Forums sought to engage the business community to assist the Northern and Western Sector Councils to collectively agree and establish a set of principles from which to engage in wider regional planning processes. The Councils of the Northern and Western Sectors have in place economic development strategies as part of their overall planning policies and development strategies. All Council are seeking higher local employment levels to reduce commuting, energy consumption, time consumption, and environmental damage and to increase labour force participation rates.

ISSUES

The first business forum hosted by North Shore City sought to establish the regional planning context. The second forum, hosted by Rodney District had presentations around the issues of business land supply, energy futures and transportation/ business location issues. The third forum hosted by Waitakere City had presentations on Whenuapai and labour market/business location issues, and then sought to sum the forums up and finalise themes/ issues identified by the forum participants.

Twenty one key themes were identified as a result of the feedback process used to engage the forum participants. These are:

1. Recognise business and employment growth as a critical feature of the future of the Northern and Western Sectors within the Auckland regional economy.
2. Support the review of regional strategies (e.g. growth, energy, transport and economic development), incorporating the views expressed at these business forums.

3. Recognise that the Auckland regional economy is composed of distinct sub-regional economies and that each needs to be given appropriate opportunities for growth in order to contribute to the region's overall competitiveness.
4. Acknowledge that the Northern and Western Sectors have a clear sense of their *business futures* which are supported by council led economic development strategies, successful economic development agencies and a vibrant business sector.
5. Recognise that the Auckland regional labour market cannot be viewed as a single entity because of distance and travel constraints, so that local employment opportunities must be made available in the Northern and Western Sectors to match existing and projected population growth.
6. Acknowledge, however, that to achieve the *business futures* vision of the Northern and Western Sectors, six key concerns must be addressed:
 - (a) business location;
 - (b) energy/infrastructure;
 - (c) transport;
 - (d) labour market;
 - (e) Whenuapai; and
 - (f) leadership.
7. Recognise that to achieve their *business futures*, and the desire of residents to live, invest, work and play locally, that the Northern and Western Sectors require an adequate supply of 'greenfield' business land because –
 - most businesses service rapidly growing demand from local residents, households and other businesses;
 - some businesses (e.g. manufacturing or warehousing) require land which cannot be met through 'intensive' or 'brownfield' developments; and
 - 'greenfields' development enables intensification to occur through providing a growth outlet in the business land demand cycle.
8. Recognise that current information indicates, as a minimum, that 200ha of new business land needs to be developed in the Silverdale area and 400-600ha of new business land needs to be developed in the North Shore/Waitakere City areas.
9. Recognise that the Northern and Western Sectors, and especially North Shore City and Waitakere City must, investigate, as a matter of priority, methods to bring about 'brownfield' development and the 'intensification' of business land.
10. Recognise that business land must be secure from other uses, affordable, encourage clusters and be well located (with moderate topography, good infrastructure and motorway access).
11. Recognise that security of energy supply, affordability, alternatives and energy efficiency are important for business and must be incorporated into future city planning.
12. Recognise that physical, social and economic infrastructure is important for business and must be incorporated into future city planning (including water, sewerage, telecommunications, electricity, broadband and affordable housing).
13. Recognise that the creation of local employment opportunities is one of the most significant initiatives that can be taken to alleviate Auckland's transport problems (e.g. to generate counter-peak travel and maximise the use of public transport).
14. Recognise that there must be alignment of the current transportation system and urban form so as to mitigate the 'cost of commuting' or 'journey to work' (including the social and community costs, employment costs, environmental costs, ability to recruit skilled staff, loss of business synergies, cost of material/product/services movements and economic leakage).
15. Acknowledge that central government's transport objectives, planning/regulatory frameworks and view of 'sustainable economic development' must be aligned with local and regional objectives (e.g. economic development strategies).

16. Recognise that skills and capabilities in the labour force must be matched to business demand (e.g. through appropriate educational opportunities).
17. Recognise that 'future of work' trends reinforce the benefits that arise from creating local employment opportunities.
18. Recognise the needs of small to medium enterprise (SME) businesses as they develop through the business growth cycle, not only for suitable local business land, but also for retaining skilled and dedicated staff.
19. Acknowledge the importance of the strategic asset at Whenuapai and the need to promote opportunities for its utilisation for commercial purposes.
20. Support continued strong leadership and collaboration between the councils, economic development agencies, businesses and other agencies within the Northern and Western Sectors.
21. Acknowledge the barriers and compliance costs of all governmental processes, such as the Resource Management Act, for businesses.

The Councils of the Northern and Western Sector now need to determine from these themes the principles that they wish to jointly adopt. In order to do this a further workshop is to be held in late January between Councillors who represent the Councils at the Auckland Regional Growth Forum, and those who were nominated to attend the forums. This workshop will occur after this report has been written, but before the Committee meeting. Therefore the principles agreed by the Councillors representing their Councils will be presented at the Committee meeting for endorsement.

CONCLUSION

The three Councils of the Northern and Western Sector need to collectively endorse and adopt a set of principles arising from the Business Future Forums. These principles will guide the Councils in their response to work bring undertaken at the regional level on business location and the forthcoming review of the Auckland Regional Growth Strategy. A workshop was held on 27 January 2006 between councillors from Rodney District, North Shore City and Waitakere City to agree and finalise the principles, which will then be presented at the City Development Committee meeting for endorsement and adoption.

RECOMMENDATIONS

1. That the Business Future Forum Update report be received.
2. That the Business future principles presented to the City Development Committee be adopted.

Report prepared by: Fraser Henderson, Manager: Strategic Projects.



REPORTS FROM THE SUBCOMMITTEES

11 ARTS, EVENTS AND CULTURE SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 14 DECEMBER 2005

MATTERS CONSIDERED

A78 – A80

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A78 to A80 and the public excluded minutes are attached at page C1 of the Confidential Supplement.

The Special Committee Recommends:

That the Meeting report of the Arts, Events and Culture Special Committee held on Wednesday, 14 December 2005, be received.

JP Lawley
CHAIRPERSON



12 PROJECTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 7 DECEMBER 2005

MATTERS CONSIDERED

A81 – A84

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A81 to A84 and the public excluded minutes are attached at page C2 of the Confidential Supplement.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 7 December 2005, be received.

RP Dallow, QPM, JP
CHAIRPERSON



13 **RECOMMENDATION FROM MASSEY COMMUNITY BOARD: REVIEW OF WEST CITY DARTS ASSOCIATION LEASE AT BIRDWOOD WINERY ESTATE**

Massey Community Board recommends to the City Development Committee:

1. That Council officers enter into a lease with the Western District Model Railway Club for a period of three years and that the Clubs use be reflected in Te Rangi Hiroa / Birdwood Winery Estate Management Plan.
2. That Council officers enter into a lease with the West City Darts Association for a period of three years and that the Associations use be reflected in Te Rangi Hiroa / Birdwood Winery Estate Management Plan.

